









## HONGKONG LEGISLATIVE COUNCIL.

## ADMISSION OF GERMANS AFTER THE WAR.

## POWERS OF THE OFFICIAL MAJORITY.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—  
His EXCELLENCY THE GOVERNOR, Sir FRANCIS HARTY MAY, K.C.M.G.

His EXCELLENCY MAJOR-GENERAL F. VENTRIS (General Officer Commanding Troops in China).

Hon. Mr. CLAUD SEVERN, C.M.G. (Colonial Secretary).

Hon. Mr. J. H. KEMP (Attorney-General).

Hon. Mr. E. R. HALLIVAX (Secretary for Chinese Affairs).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. C. McI. MESSER (Captain Superintendent of Police).

Hon. Mr. Wai YUK, C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. E. SHELLEN.

Hon. Mr. P. H. HOLYOAK.

Hon. Mr. C. E. ANTON.

Hon. Mr. J. A. E. BULLOCK (Clerk of Councils).

## MINUTES.

The minutes of the last meeting were confirmed.

## FINANCE.

The COLONIAL SECRETARY laid on the table Finance Minute No. 11, and moved that it be referred to the Finance Committee.

Hon. Mr. Wai YUK seconded, and this was agreed to.

The COLONIAL SECRETARY also laid on the table report of proceedings of Finance Committee, No. 3, and moved that it be adopted.

Hon. Mr. Wai YUK seconded, and this was agreed to.

## QUESTIONS AND NOTICE OF MOTION BY HON. MR. HOLYOAK.

Hon. Mr. HOLYOAK.—Sir, I beg to give notice that at the next meeting of the Council I shall move the following resolution:—It is the opinion of this Council that it is in the best interest of the Colony of Hongkong that persons of German nationality should be excluded therefrom for a period of at least 10 years following the declaration of peace; and that, subsequently, they be only admitted into the Colony under strict licence.

I also beg to give notice that I shall ask the following questions:—

1.—Will the Government state whether the attention of the Secretary of State for the Colonies is especially drawn on all occasions to motions made by unofficial members which have been defeated by the use of the Official Majority against the unanimous vote of unofficial members of Council?

2.—Will the Government also state whether on all occasions when a Bill, or any part of a Bill, is passed by the use of the Official Majority against the unanimous vote of the unofficial members of Council, a special explanation is given to the Secretary of State of the Colonies to justify the use of the Official Majority, and are the circumstances of different cases fully set forth in a special despatch?

3.—Will the Government state when the German Bank and other "immovable" German private property will be sold by public auction?

4.—Having regard to the fact that the German Bank property has already been advertised for the prescribed period of three months, will it be considered necessary to advertise it again for any period longer than a few days?

## MERCHANT SHIPPING.

The ATTORNEY-GENERAL moved the second reading of a Bill intituled, "An Ordinance to amend the Merchant Shipping Ordinances, 1899-1913." In doing so he said:—The abnormal state of things occasioned by the circumstances of the present war have caused a shortage in the number of competent and suitable officers, deck officers, and engineers for steamers, and this Bill proposes to relax the ordinary peace requirements with regard to such officers in the case of river steamers not exceeding 400 tons. It is obvious, of course, that any relaxation of these peace conditions can be better effected in the case of river steamers than in the case of coast-going vessels. The effect of Section 2 of the Bill will be that in future river steamers not exceeding 400 tons not registered tonnage will be able

to proceed on their voyages with a master and three Chinese pilots. The present requirements are a master and a certificated officer. The section also provides that such river steamers will be enabled to proceed on their voyages if they have on board one qualified engineer and one engineer holding a certificate of competency granted by the Harbour Master, providing the Harbour Master approves of the man; that he is suitable for this kind of employment. At present, steamers of over 100 horse-power have to carry a certificated engineer; in fact the vessel should carry two engineers holding proper certificates. If this Bill is passed these steamers will be enabled to sail with one fully qualified engineer, and one master holding a local certificate, if he has the special approval of the Harbour Master for these certificates. That, Sir, is one object of the Bill. The second object is to enable regulations to be made so as to require launches at present not licensed to re-licence. It is not intended to require purely pleasure motor-launches or launches to take out a licence, but owners of launches which deal in trade and carry on business will in future, if this Bill is passed by hon. members, be required to take out a licence and to pay a licence fee. As that amendment has involved alterations in Section 37 of the principal Ordinance, as there were certain other details in the Section which required amendment, the Section is by this Bill repealed, and a further Section substituted containing those amendments in detail. Opportunity has also been taken of transferring to the regulations certain amending provisions, which really are more appropriate to regulations than to an Ordinance. The draft of the regulations proposed to be made in this Bill were published in the Gazette on Friday last. The third object of the Bill, which is dealt with in Clause 4, is to give the Governor-in-Council power to make regulations for the purpose of prohibiting, restricting, regulating and controlling in any manner whatsoever, the embarkation or landing of persons or things on or from vessels of all kinds. That power has been suggested by the circumstances arising out of the present war, but it seems one which the Governor-in-Council ought properly to possess, and it is therefore placed in this Ordinance instead of being made part of the existing war legislation which is enacted by the different powers. As a matter of fact the Governor-in-Council has certain powers of regulation and control, but they are not general. It is thought better to give a general power which will cover everything. I beg to move the second reading.

The COLONIAL SECRETARY seconded.

Hon. Mr. POLLOCK.—It seems, Sir, from the Objects and Reasons that Clause 2 of this Bill is necessary. But I think it must be obvious to everybody that it is undesirable as a general principle that there should be only one European officer in charge of the deck and one European officer in the engine-room in view of the possibility of collision with another steamer, fire, internal disturbances on board of any kind, and piratical attack from the outside. Therefore, Sir, I venture to express the hope that as soon as possible after the present conditions, which render it difficult to get European officers, close, this Clause 2 may be repealed. I see, Sir, it is proposed to make it in force during the continuance of the present war, and thereafter for only such time as may be appointed by order of the Governor-in-Council. As I have said, Sir, I think it is very desirable that this provision should not be in force in this Colony even until the end of the war, assuming that the conditions before the end of the war are such that it is reasonably possible to have an European master and an European second engineer on these steamers. I think we must all feel that this Bill will leave the steamers very short-handed as regards European officers in the event of any such contingency as I have mentioned.

His EXCELLENCY.—I think we all must recognise that this is an emergency measure, and as it is extremely unlikely that the number of certificated officers will increase before the end of the war, I think it is better to leave the Section as it stands. We quite realise that there are many objections to having only one deck officer and one engineer in charge. The Council then went into Committee to consider the Bill Clause by Clause.

The following addition was made to the first marginal note, "Ordinances No. 10 of 1899, and 25 of 1913."

On Clause 2.

The ATTORNEY-GENERAL remarked that even after war concluded it would not be possible to suddenly change the regulations on that point. Some period would have to elapse before other arrangements could be made.

Hon. Mr. POLLOCK.—Could not the section remain in force until such time as it may seem fit to be altered by order of the Governor-in-Council?

(Continued at foot of next column.)

## FOOTPATH OBSTRUCTION. CHARGE AGAINST WING ON CO. DISMISSED.

Yesterday Traffic Inspector Garrod had a large number of cases of traffic obstruction before Mr. Melbourne at the Magistracy. Among the parties summoned were the proprietors of the Wing On Company, who were charged with obstructing the footpath in front of their premises in Des Vaux Road, Central, by exhibiting effigies, miniature ships, and a landscape, in their shop windows, which caused a crowd to assemble.

Mr. F. B. L. Bowley, solicitor, appeared for the defendants.

Inspector Garrod deposed to having watched the obstruction for ten minutes, and said that the footpath in front of the windows was completely blocked, preventing free passage and causing a nuisance to the public.

In reply to Mr. Bowley, witness said it was not necessary that he should bring forward members of the public to say that the obstruction had proved a nuisance to them. That had been decided in previous cases.

Mr. Bowley, addressing the Court on behalf of his clients, said the Police regulations as to traffic were such that, in order to found a charge of obstruction, they must go back to common law, and the decisions under common law clearly showed that in order to constitute an offence there must be a nuisance to the public. That had not been proved here. All that had been proved was that, for the brief space of ten minutes, the footpath in front of his clients' shop windows had been obstructed. But neither the charge nor the evidence said anything about the street, which at this point was some sixty feet wide. Suppose a person or persons did obstruct a footpath for the space of ten minutes, that did not of itself constitute a public nuisance, and what his Worship had to decide was whether the amount of obstruction alleged here amounted to a nuisance. He respectfully submitted his clients were carrying on their business in a usual way, and were only doing what was necessary to show that they had such articles for sale in their premises.

Mr. Melbourne.—Discharged, with a caution.

His EXCELLENCY.—I do not think an amended Clause would be any better. This Clause emphasises the fact that it is for the continuance of the war.

The ATTORNEY-GENERAL.—That is the intention of the wording. It is a war measure.

The COLONIAL SECRETARY.—It is merely legislation made until the conclusion of the war. Then the conditions existing at present will be changed.

Hon. Mr. POLLOCK.—Then it had better stay as it is. If necessary, we can ask for it to be repealed at some future date.

Clause 2 was read, and Council resumed.

The ATTORNEY-GENERAL then moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was then read a third time and passed.

His EXCELLENCY.—Council stands adjourned until this day fortnight.

## FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the COLONIAL SECRETARY presiding.

KOWLOON WATER WORKS.

The Governor recommended the Council to vote a sum of seven hundred and ten dollars (\$710) in aid of the vote Public Works, Extraordinary, Kowloon Water Works, (44) Miscellaneous Water Works.

The CHAIRMAN.—In the estimate for the current year there is a vote of \$8,000 under Public Works, Extraordinary, Kowloon Water Works. It is proposed to expend that amount in erecting a street fountain at a cost of about \$100, and to build a perforated tile invert for one of the filters at a cost of \$3,600. These two works have caused an excess on the vote of \$710. I will ask the Director of Public Works to explain what is the urgency of the perforated tile invert which will justify Council in passing the vote.

The DIRECTOR OF PUBLIC WORKS.—The reason for it, Sir, is that this particular filter bed must be dealt with at the present time. It is leaking rather badly, and in need of repairs, and in order to effect the necessary repairs it must be entirely emptied. This new perforated tile invert will be substituted for a large quantity of broken stones which has hitherto been used in the filtering material in the filter beds. It is considered that the perforated tiles will effect a better filtration than the broken stones hitherto used, and will be broken more easily handled. And instead of postponing the introduction of these tiles it is deemed to apply them now, because the delay will add considerably to the expense if the old materials have to be used until some future date and the tiles then substituted.

The CHAIRMAN.—Will the use of the tiles effect any saving in labour in cleaning the filter beds?

The DIRECTOR OF PUBLIC WORKS.—It will in course of time. Of course they are not very often taken out, but they are from time to time.

The CHAIRMAN.—It will cost less to clean the filter beds with these tiles?

The DIRECTOR OF PUBLIC WORKS.—Yes. The vote was agreed to.

## HONGKONG MAGISTRACY. FOOD PROSECUTION.

A Chinese was charged before Mr. Melbourne with exposing for sale, or having in his possession, pork which was unfit for human consumption. Dr. Gibson, Government Veterinary Surgeon, prosecuted. The defendant was represented by Mr. C. E. H. Beavis, solicitor, who applied for a remand. This was granted, bail being fixed at \$100.

## A SAMPAH TRANSACTION.

A sampah woman, who was charged before Mr. Wood with attempting to import a quantity of sugar into the Colony, declared that it was the property of a man who had hired her sampah to come ashore from a ship. On reaching the shore the man said he had no money and gave her the sugar in lieu of hire.

The Magistrate imposed a fine of \$5, or, in default of payment, seven days' hard labour.

## ATTEMPT TO BRIBE A CONSTABLE.

A Chinese street hawker, who had not taken out a licence to ply his trade, was challenged by a constable, whom he attempted to bribe with the offer of 75 cents. The constable declined the offer, and took his tempter into custody. Yesterday the latter was brought before Mr. Melbourne and was fined \$2 for hawking without a licence, and \$25 for offering a bribe.

## ALLEGED THEFT OF CARGO CHAIN HSLING.

A coolie was found in the possession of a steamer's cargo chain-sling by the police in Yau-mat, and, when questioned, said it had been given to him by a man belonging to a vessel in Yau-mat Bay. Investigation showed, however, that it was the property of the N.Y.K. stevedore, and the defendant was the latter's head foki. In Court, yesterday, the defendant admitted having taken the chain away from the coolie-house, and said he intended to pawn it for food.

Mr. Wood adjourned the case till Tuesday in order to have the ownership of the chain proved, bail being fixed at \$100.

## BANDSHE SENTENCED FOR LARCENY.

A Chinese, charged before Mr. Wood with the theft of a quantity of clothing from a house, was also stated to have returned from banishment before the expiry of his term. Defendant admitted the theft, and said he had committed the crime in order to get food, as he could obtain no work. Sentence of one month's hard labour was passed for the theft.

In connection with the return from banishment, it was stated that at Singapore, defendant had been sentenced to one month's hard labour and banishment for life. He was sent to Canton and returned to Hongkong, where he was convicted of robbery and sentenced to twelve months' hard labour and banishment for twenty years. He returned to Hongkong three days ago.

Mr. Wood remanded the case till Saturday.

## THE EXPLOSIVES CASE.

Yesterday afternoon Mr. Wood heard the conclusion of the evidence in the charge against a Chinese woman of having in her possession two bomb cases, a quantity of potassium chlorate, a coil of fuse, and a lead bullet.

Evidence was given of the articles being found in the house of the defendant's sister, where they had been placed by defendant.

Defendant admitted having taken the articles to her sister's house. They had been given her by a man who had since left the place. The accusation against her was false, as she had never seen the articles till they were given her. In the absence of the man nothing could be done for her. She was in trouble and she could do nothing more.

Defendant was committed to the next Quarter Sessions.

## FALSE PRETENCES.

A Yau-mat Chinese was charged, at the instance of Inspector Gerrard, with having (1) feloniously and by means of false pretences obtained sums of \$3, \$5, and \$10 from another Chinese in Yau-mat; and (2) attempted, by false pretences, to obtain a sum of \$21.

The case for the prosecution was that defendant pretended that he was in a position to secure a railway signalman's job for the complainant, and promised to obtain it for him. On the strength of these false representations he prevailed upon the complainant to give him the \$18 mentioned in the first charge. The complainant, in the first charge, gave an additional \$21 proved the last straw, and complainant reported the matter to the police.

Defendant said he was approached by the complainant, who asked him to endeavour to get him a job on the railway, and gave him \$3. That was all the money he received, and it was given to him spontaneously by the complainant.

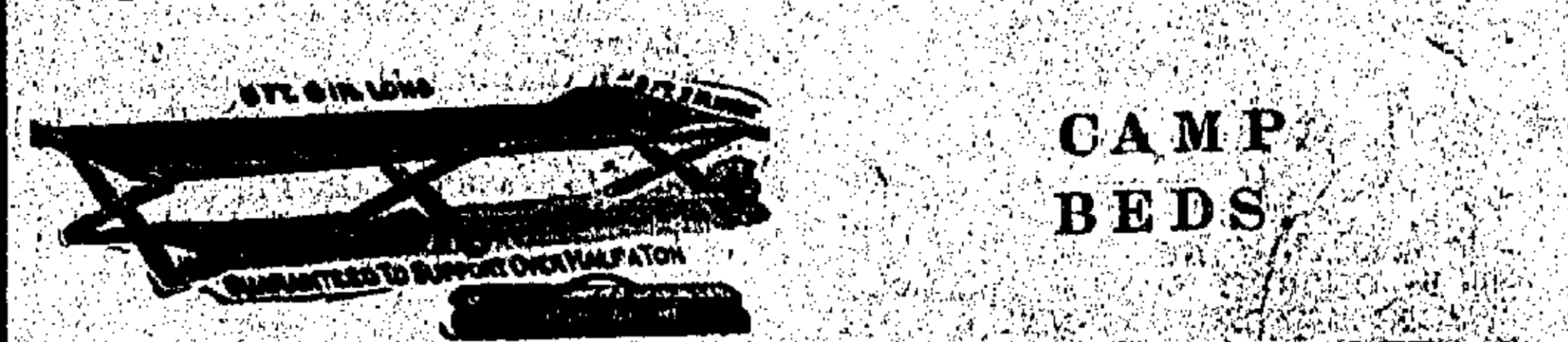
Mr. Wood, after hearing the evidence, passed sentences of six weeks' imprisonment, with hard labour, for each offence.

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

NOW SHOWING

## FOLDING CAMP FURNITURE



CAMP BEDS.

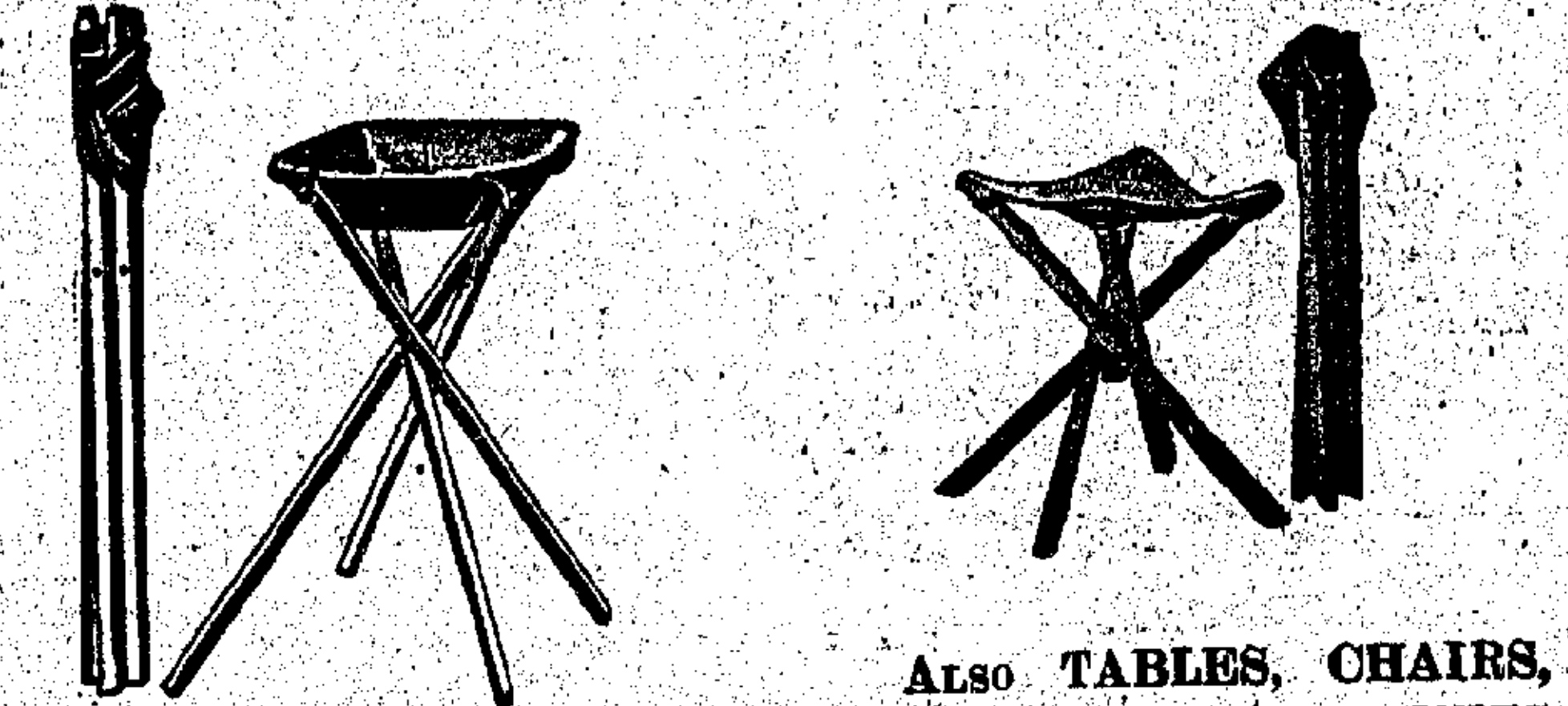
## COMBINATION

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and TENT.

## FOLDING WASHSTANDS.

## FOLDING STOOLS.



Also TABLES, CHAIRS, WATER BAGS, SLEEPING BAGS, MOSQUITO NETS, BLANKETS, GROUND SHEETS, AND EVERY REQUISITE FOR CAMP. PRICES MODERATE.

DRINK  
"BULL DOG" LAGER BEER.  
SUPERIOR TO ANY GERMAN LAGER BEER EVER BREWED.  
BRITISH THROUGHOUT.

Brewed in Great Britain

Bottled by British Labour.

## OBTAINABLE AT:—

Wing On Co., Ltd.

Sincere Co., Ltd.

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Cheong Tai.

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Ty Sing.

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LANE, CRAWFORD &amp; Co.

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THE HONGKONG HOTEL

## PRICES DUTY PAID.

QUARTS—\$20.00 per case

of 4 dozen.

or \$5.10 per case

PINTS—\$26.50 per case

of 8 dozen.

or \$3.40 per dozen.

Admitted to be the Best

Lager Beer brewed.

FRESH STOCKS JUST ARRIVED.

Wm. Powell Ltd  
TELEPHONE 548

THE LATEST CREATIONS  
IN  
LADIES' FOOTWEAR.  
WHITE CANVAS  
AND  
SUEDE SHOES.

BLACK AND WHITE EFFECTS.



## NEW ADVERTISEMENTS

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

## EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (FRIDAY), TO-MORROW (SATURDAY) and MONDAY, the 6th, 7th and 9th instant.

By Order,  
A. R. LOWE,  
Secretary.

Hongkong, 5th April, 1917. [487]

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

## EASTER HOLIDAYS.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS TO-DAY (FRIDAY), TO-MORROW (SATURDAY) and MONDAY, the 6th, 7th and 9th instant.

By Order,  
A. R. LOWE,  
Secretary.

Hongkong, 5th April, 1917. [488]

## LUSITANO RECREATION CLUB.

## ELEVENTH ATHLETIC MEETING

PATRONS.—H.E. Sir FRANCIS HENRY MAT, K.C.M.G., H.E. Major-General VENTRIS, His Lordship Bishop D. POZZONI, Commodore H. G. SANDERSON, R.N., Hon. Mr. W. CHATHAM, C.M.G., Consul E. V. M. R. JOYCE.

The Committee has much pleasure in inviting the Ladies and Gentlemen of the Colony to their SPORTS at the Race Course (by kind permission of the Hongkong Jockey Club) on EASTER MONDAY, 9th instant, commencing at 1.30 P.M.

There will be one event—220 yards Championship open to all *Bona Fide Amateurs* in the Colony under the Rules of A.A.A. 1900.

By kind permission of the Officers the Band of the 74th Punjabis will play during the afternoon.

By courtesy of the Management there will be Special Train Cars.

J. C. BARRETTTO,  
Hon. Secretary.

Hongkong, 5th April, 1917. [389]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 21st April, 1917, at 12 o'clock Noon, at the Office of the JOCKEY CLUB, on the Grand Floor of the Hongkong Club Annex, Charter Road.

By Order,  
T. F. HOUGH,  
Clerk of the Course.

Hongkong, 6th April, 1917. [490]

## ST. GEORGE'S DAY, APRIL 23rd, 1917.

IN accordance with the Programme arranged by the Committee for the celebration of ST. GEORGE'S DAY, MONDAY, the 23rd inst., a Shakespearean performance will be given at the Theatre Royal, at 8.15 P.M. Applications for seat vouchers, WHICH CAN ONLY BE OBTAINED BY ENGLISHMEN, may be made up to and including THURSDAY, the 12th inst., by sending to the Hon. Sec., Mr. J. BENTLEY, Messrs. THOS. COOK & SON, stating the number of seats required for the applicant and his guests; and these vouchers, which are unexchangeable, will be exchangeable for numbered seat tickets at \$5.00 each ON PAYMENT TO MESSRS. MOUTRIE & CO., when the Box Office is open, on and after MONDAY, the 16th inst.

In case applications exceed the accommodation of the Theatre, the vouchers issued will necessarily be for a smaller number of seats than are applied for.

In the Dress Circle, a limited reservation has been made for Official Guests, and other seats have been sold by auction; the remainder of the Dress Circle and the whole of the Stalls will be available.

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## ST. GEORGE'S DAY, APRIL 23rd, 1917.

## "SCENES FROM SHAKESPEARE,"

## THEATRE ROYAL,

## AT 8.15 P.M.

## AUCTION

Seats in Dress Circle (two Top-rows Centre Block), also the Two Boxes,

To ENGLISHMEN,

by

H. P. WHITE, Esq.,

## SMOKING ROOM, HONGKONG HOTEL,

On TUESDAY, April 10th, at 12.30 P.M.

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## NOTICE.

## S.S. "HARTLEPOOL."

NEITHER the Captain nor the Owners will be Responsible for any Debts incurred by any member of the Crew of the above vessel.

Hongkong, 4th April, 1917. [481]

## NOTICE.

I HEREBY GIVE NOTICE that I have from To-day's date severed my connection with MA FUNG SHU, and that he has no authority to sign my name or to collect accounts due in respect of my Business.

Dated Hongkong, 31st March, 1917.

J. CARR CLARK,

Architect and Surveyor.

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## INTIMATIONS

## HONGKONG TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion on THURSDAY, April 12th, at 5.15 P.M. Clubs interested are invited to send representatives.

F. LINDSAY WOODS,  
Acting Hon. Secretary.

Hongkong, 4th April, 1917. [480]

## NOTICE.

NOTICE IS HEREBY GIVEN that a BILL OF LADING No. 28 dated the 4th January, 1917, for 21 Bales of Cotton Yarn ex s.s. "KAMAKURA" MARY, consigned to us by Messrs. TATA SONS & CO., from Tokyo, has been LOST, and that the goods have been duly delivered to us and that the Bill of Lading is consequently void and of no effect and no claim can be made thereon by the holder thereof.

SUZUKI & Co.

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## WANTED.

A CHINESE GENTLEMAN of good business standing as Comptroller for Big Firm, Shipping Experience preferable; good Security will be required. Apply by letter in English (under Registered Cover) stating particulars to—

"A. B. C.,"  
Care of "Daily Press," Office.

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## JAPANESE LESSONS.

## T. NAKAHARA,

Top Floor,

90A, Praya East,

Wanchai.

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## NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1914.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

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## FOR SALE.

ONE 104 H.P. HORNSBY ACKROYD OIL ENGINE, complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator.

Also ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.

For further particulars apply to—

LINSTEAD & DAVIS,  
Alexandra Buildings.

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## FOR SALE.

FINE SELECTION OF CEYLON POSTAGE STAMPS.

GRACA & CO.,  
No. 4, WYNDHAM STREET,  
Hongkong.

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## NOW READY.

## THE

## DIRECTORY

## AND

## CHRONICLE

## FOR

## CHINA, JAPAN, STRAITS SETTLEMENTS, INDO-CHINA,

## PHILIPPINES, ETO.

## 1917

## FIFTY-FIFTH ANNUAL ISSUE.

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## RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the

English Mails; also Table of the

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PRICE ... .. 3s Cash.

On Sale at the DAILY PRESS Office or

Local Booksellers.

## HOUSES TO LET

## TO LET.

NO. 7, PEAK ROAD, containing SIX ROOMS and Servants' Quarters. Apply to—

DAVID SASSOON & Co., Ltd.

[475]

## TO LET.

IMMEDIATE entry. Four very desirable SHOPS situated in Lee House Street, opposite the Grand Hotel, recently reconstructed.

For rent and other particulars apply to—

THE MANAGER,

Hongkong Ice Co., Ltd.,

46, Connaught Road Central.

[401]

## TO LET—IMMEDIATELY.

LARGE OFFICE, Centrally Situated in Queen's Road, fully partitioned and fitted with electric light, telephone and sub. exchange.

Apply—

"X. Y. Z.,"

Care of "Daily Press" Office.

[822]

## TO LET—AT THE PEAK.

FURNISHED and newly painted inside, 3, Stewart Terrace.

Apply—

H. E. POLLOCK,

Prince's Buildings.

[97]

## TO LET.

NO. 42, ELGIN STREET.

Apply to—

PERCY SMITH, SETH & FLEMING

[105]

## TO LET.

OFFICES, 2nd Floor, St. George's Building.

Apply to—

SHEWAN, TOMES & Co.

[69]

## TO LET.

NEW HOUSE in Conduit Road. Ready for occupation. Also 1 GODOWN in Duddell Street.

For rent and other particulars apply to—

H. M. H. NEHAZEE,

1 Des Voeux Road.

[462]

## TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

A FLAT in Humphreys Buildings, Kowloon.

TO LET OR FOR SALE.

KOWLOON MARINE LOT 48, with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—

HUMPHREYS ESTATE & FINANCE

Co., Ltd.,

Alexandra Buildings.

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## TO LET.

OFFICES in King's and York Buildings.

THE TERRACE, No. 55, The Peak.

HOUSES in Chiffoleau Gardens, Conduit Road.

HOUSES in Broadwood and Morison Terraces.

HOUSES on Shamoen, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

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## TO LET.

NO. 3, CAMERON VILLAS, No. 63, THE PEAK, FURNISHED.

3-BEDROOM HOUSE at Mount Kellott.

Furnished for 5 or 6 months.

No. 12, BEACONSFIELD ARCADE SHOP.

KELLET'S CRIST, 66, PEAK.

No. 25, BELLILIOS TERRACE, with entrance on Conduit Road.

TWO GODOWNS in Duddell Street.

No. 2, DES VOEUX VILLAS, 51, PEAK (Unfurnished).

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

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## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

## STEAM FOR STRAITS, CEYLON

AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS

AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BAFANIA, AMSTERDAM, CANTHARVA, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying

His Majesty's Mails, will be despatched

from this port as usual, taking Passengers

and Cargo for the above Ports. Passengers

accommodation in the connecting vessel secured

before departure from Hongkong.

Silk and Valuable and Tea and Cargo for

Italy, France and London (under arrangements)

will be conveyed by this Steamer proceeding

via Bombay to Marseilles and London.

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[1]

## INTIMATION

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[12]

## BIRTH

REYNOLDS.—At Shamoen, Canton, on the 4th inst., to Dr. and Mrs. W. GRAHAM REYNOLDS, a son.

## MARRIAGE.

CAMERON GALT.—At London, on Feb. 7th, Major A. D. Cameron, M.C., Canadian Cavalry, son of late J. B. CAMERON, Shanghai, to BETTY GALT.

## ACKNOWLEDGMENT.

The children of the late Mrs. ISABEL LYSAGHT desire to tender their sincerest thanks to their relatives and friends for the expressions of sympathy in their bereavement and for the many beautiful floral tributes sent.

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HONGKONG OFFICE: 104, DES VOEUX ROAD, C.

LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG 6TH APRIL, 1917.

## HONGKONG AND THE GERMANS.

The next meeting of the Legislative Council promises to be more than usually interesting, for the Hon. Mr. P. H. HOLYOAK will invite the Council to express the opinion that it is in the best interest of the Colony that persons of German nationality should be excluded from Hongkong for a period of at least ten years after the declaration of peace, and that, subsequently, they should be admitted only under strict licence.

The policy outlined in this resolution is not a new one, for it has been advocated in other parts of the British Dominions, and represents the settled conviction of the local Chamber of Commerce. The subject was referred to at the annual meeting of the Chamber in 1916 by the Chairman, the Hon. Mr. D. LANDALE, in the following terms:—"It is, we know, the view of some people that an injury would be done to Hongkong if any restrictions were placed upon any particular class of traders, and that they would merely go and do their business elsewhere. We cannot agree with this, and are inclined to hold the view that the position of

Hongkong, politically, geographically and financially, will enable the Colony to hold its trade.

If German traders cannot be excluded altogether from British Possessions, let us hope that they will only return under the strictest form of licence."

Similarly, Mr. G. T. EDKINS, who presided over the annual meeting of the Chamber last month, after remarking that the events of the past year had only served to strengthen the opinion that the return of enemy subjects to our midst would be a grave source of danger, went on to say: "I know of no other question in the problems of the future which excites higher feeling and the strongest possible views among your Committee. It is surely not too much to hope, and even to expect, that the privilege of return to this Colony should be withheld from the enemy for a substantial period after the declaration of peace."

It will thus be seen that Mr. HOLYOAK has behind him a very strong and influential body of considered public opinion. In the light of previous experience it is extremely improbable, we think, that his motion will be adopted, for the Government has hitherto resolutely refused to concern itself with matters involving questions of Imperial policy.

It is, however, just possible in the present case that, as it is merely asked to express an opinion and not to initiate legislation, the Government may acquiesce. The object of the unofficial members is not, of course, to embarrass the Government, but to bring the views of the community directly before the notice of the Secretary of State for the Colonies. How far this object is likely to be attained if the motion should be rejected it is difficult to say.

In the hope of obtaining some enlightenment upon this point, Mr. HOLYOAK has announced his intention of asking whether the attention of the Secretary of State is especially drawn by the Government to all cases in which the unanimous vote of the unofficial members is defeated by the official majority, and whether the circumstances which are held to justify the opposition of the official majority are always fully set forth in a special despatch. If it should be found that a verbatim report of each meeting of the Council is sent, without comment, to the Colonial Office, there to be perused as a matter of routine by one of the clerks, it is probable that more effective methods will be employed for ensuring that the wishes of the commercial community shall receive the consideration to which they are entitled from the Imperial authorities.

As to-day is Good Friday there will not be any further issue of *The Hongkong Daily Press* until Monday, unless any important cables should arrive in the meantime, in which case they will be published in a special edition, as usual, on Sunday morning.



# THE WAR.

## AMERICA'S DECISION:

### THE SPEECHES AT THE SENATE:

#### A CHORUS OF APPROVAL.

## THE ANGLO-FRENCH DRIVE:

### CONTINUOUS PROGRESS.

## RUSSIAN DEVELOPMENTS.

### Franco-Belgian front.

#### LATEST CABLES.

#### (THROUGH REUTER'S AGENCY.)

#### FRENCH FRONT.

#### GERMANS DRIVEN BACK AND HUSTLED.

London, April 4th.

A French communiqué states:—Notwithstanding furious snow squalls and soaked ground we drove the enemy back on the whole front from the Somme and the Oise, and threw him back beyond a most important dominating position marked by the villages of Grugies, Urvillers and Moy, which we brilliantly carried.

North of the Farm of La Folie the Germans, hustled by our irresistible attack, precipitately quitted three lines of trenches protected by wire entanglements, abandoning wounded and considerable material.

South of Ailette the situation is unchanged. In the region of Margival-la-Faux there has been a violent artillery duel. On the eve our long range guns caught enemy detachments in the station at Vignevilles.

#### EARLIER CABLES.

#### FRENCH ADVANCE.

#### FURTHER CAPTURES.

London, April 4th.

A French communiqué says:—East and west of the Somme, after a violent artillery preparation, we attacked an enemy position south of the line Castres-Essigny-dumy from epine de Dallon to the Oise, and attained our objective, despite desperate resistance.

We carried, on a front of thirteen kilometres, a series of strong points, solidly organised and held by large forces. We captured epine de Dallon, and the villages of Dallon, Giffecourt, and Cerisy, and several heights south of Novillers. South of the Ailette, we continued to progress in the region of Laffaux, of which we hold the south and north-western outskirts. We also carried Vauxehy, and gained a footing west and north thereof. Our batteries caught a German column marching towards Rataux mill.

The enemy violently bombarded Rheims, into which they threw over two thousand shells, killing several civilians.

#### AT THE SUBURB OF ST. QUENTIN.

London, April 4th.

A French communiqué states:—We continued our advance east and west of the Somme along the entire front attacked by us yesterday. Our reconnaissances pushed forward beyond Dallon as far as the south-western suburb of St. Quentin.

We reached the southern edge of Gruges, north-east of Castres, and entirely captured the village of Moy, on the Oise, on our right.

The enemy artillery has violently reacted, notably in the region of Essigny. The fight continued south of the Ailette as far as the village of Laffaux, into which we penetrated, despite the obstinate resistance of the enemy, who is defending himself foot by foot.

Our fire smashed up with heavy losses German counter-attacks south of Vauxehy.

#### GERMAN REPORT.

London, April 4th.

A German official wireless message says:—To the west of St. Quentin, the French paid heavily for ground gained. We brought down nine aeroplanes and two balloons.

### BRITISH ADVANCE.

#### DETERMINED ENEMY ATTACK FOILED.

London, April 4th.

Field-Marshal Sir Douglas Haig says: The enemy's determined attempt, last night to recover the guns captured on Monday, failed. All six were brought in.

We captured the village of Metz en Couture, taking prisoners. Fighting continues to the east of the village and in the neighbourhood of Havrincourt Wood.

Five of our aeroplanes are missing. The captures made to the south-east of Arras on Monday are now seventy-two prisoners, seventeen machine-guns, and four trench mortars.

#### Naval Activities.

#### LATEST CABLES.

#### (THROUGH REUTER'S AGENCY.)

#### SUBMARINISM.

#### WEEK'S BRITISH SHIPPING RETURN.

London, April 4th.

The Admiralty has issued the following report:—Arrivals for a week, 2,231; sailings, 2,398; sunk—over 1,600 tons, 16, under 1,600 tons, 13; unsuccessfully attacked, 17; fishing-boats sunk, 6.

The Admiralty announces that a mine-sweeper of the old type was mined, and sank, on the 3rd instant. Twenty four of the crew are missing.

#### ITALIAN RETURNS.

London, April 4th.

An Italian Naval communiqué states that during the week ending 1st instant, 432 merchantmen arrived and 458 left Italy. Six Italian sailors were sunk, of which five were under 100 tons.

#### EARLIER CABLES.

#### PIRACY.

#### THE "ALNWICK CASTLE"

London, April 4th.

Reuter announces that another boat from the Alnwick Castle has been picked up. The survivors, numbering nineteen, including the captain, the chief engineer, the doctor and the purser, have been landed at New York.

Altogether 116 have been saved, fifteen have died and twenty-five are missing.

#### The Balkans.

#### EARLIER CABLES.

#### (THROUGH REUTER'S AGENCY.)

#### IN MACEDONIA.

#### BULGARIA AND THE RUSSIAN REVOLUTION.

London, April 4th.

Reuter's correspondent at the French Headquarters in Macedonia, says that in view of Bulgarian-German misrepresentations regarding the Russian Revolution, French aviators dropped pamphlets in the Bulgarian lines, stating the facts, and calling upon the Bulgarians to imitate Russia's example and shake off German influence, which is leading Bulgaria to destruction.

It would not be very surprising if the events in Russia led to a reaction in Bulgaria, where M. Mitinkoff, who has spent many years in exile, enjoys great influence. He was the first Baron of Chapel Allerton. He was Chairman of the Great Northern Railway Company. He filled the post of Financial Secretary to the Treasury from 1885 to 1891. He was Chief Secretary for Ireland, 1891-92, and represented North Leeds from 1890 to 1902.

### MONASTIR BOMARDED.

#### MANY CASUALTIES.

London, April 4th.

A Serbian communiqué states:—The enemy violently bombarded Monastir with asphyxiating shells.

Forty-seven of the population were killed and twenty wounded. A large number of houses was destroyed.

#### Russian Front.

#### EARLIER CABLES.

#### (THROUGH REUTER'S AGENCY.)

#### ENEMY ACROSS THE STOKHOD.

#### HEAVY RUSSIAN LOSSES.

London, April 4th.

A Russian official message says: We threw back the enemy, who temporarily occupied trenches in the regions south of Illukst.

South of Krevo, the enemy heavily bombarded with chemical shells our positions on river passages on the Stokhod. In the region of Stokherviche Golenia station, he discharged thirteen gas waves, which pressed back our troops.

The German crossed the Stokhod north-east of Glenin. In retiring across, the Stokhod some of our detachments lost heavily.

We occupied three rows of enemy trenches six miles to the west of Rafailova.

We frustrated a Bulgarian attempt to cross the Georgiev branch of the Danube.

#### GERMAN REPORT.

London, April 4th.

A German wireless official message says:—We captured the bridgehead of Toby, on the Middle Stokhod, with much booty.

#### General.

#### LATEST CABLES.

#### (THROUGH REUTER'S AGENCY.)

#### EMIGRATION FROM INDIA.

#### INTER-DEPARTMENTAL CONFERENCE.

London, April 4th.

In the House of Commons, Mr. Austin Chamberlain stated that an Inter-Departmental Conference, in which the Government of India would be represented, would be held in London in May to discuss the question of the abolition of indentured emigration from India. Meanwhile he had become necessary to stop indentured emigration in order not to interfere with military recruiting in India. The Viceroy had informed him (Mr. Chamberlain) that he and the Government of India wished that the indentured system of recruitment should not be resumed.

#### IMPERIAL WAR CONFERENCE.

#### MESSAGE FROM THE KING.

London, April 4th.

The Press Bureau announces that His Majesty the King has sent a message to the Imperial War Conference, thanking that body for the assurance of the devoted loyalty of all parts of the Empire. His Majesty states that he is glad that India is represented for the first time on the Council Board. He was well aware of the affection and loyalty of all the Dominions, and had received their loyal resolutions with particular pleasure as the first act of the Conference. He is keenly interested in their deliberations and trusts that the Conference will lead to a closer knitting of the whole Empire and united efforts to bring the war to a victorious conclusion.

#### SILVER.

London, April 4th.

Silver is quoted at 36. There is only a small business passing, offerings being small, but the market is steady.

#### OBITUARY.

#### LORD ALLESTON.

London, April 4th.

The death of Lord Allerton is announced. [The deceased Baron (William Lewis Jackson) was the first Baron of Chapel Allerton. He was Chairman of the Great Northern Railway Company. He filled the post of Financial Secretary to the Treasury from 1885 to 1891. He was Chief Secretary for Ireland, 1891-92, and represented North Leeds from 1890 to 1902.]

### AMERICAN WAR RESOLUTION.

#### THE SPEECHES IN THE SENATE.

Washington, April 4th.

The speeches in the Senate on the War resolution were characterised by the resoluteness of the utterances in support of it.

Senator Hitchcock, the introducer of the motion, strikingly declared his conversion and recalled his previous bitter opposition to war, notwithstanding the overwhelming demand of the people and the view of the majority in Congress. He had besought the President to adhere to the policy of armed neutrality, but the information in President Wilson's possession rendered that impossible. He dwelt on the high-minded purpose inspiring President Wilson's declaration of war, and insisted that the United States was not in the least influenced by a desire to acquire territory, to recover indemnity, or to settle any historic grudge. "The time for discussion had passed and the time for action had arrived."

Senator Swanson said the issue was whether we would accept war or abject, cowardly submission.

Senator Lodge, in an eloquent speech, urged the seizure of German merchant ships in American ports to replace those that had been submerged. He appealed for a sinking of political differences, and urged universal military service. He expressed the hope that it would be possible to send 10,000 regular troops to Europe in order that the United States flag would at least be unfurled in the fields of France. "The worst of all wars," he said, "is a feeble war. If we fight at all we must fight for all we are worth." The speech was loudly cheered.

Four Senators, following, announced their intention of voting against the resolution, but pledged their support of the war once it had begun.

#### ENTENTE PRESS OPINIONS.

London, April 4th.

The entire Entente Press hails as an event of epoch-making significance President Wilson's decision, and agrees that the speech will go down to history as a most memorable utterance.

The Paris *Pigaro* says:—"To-day marks the moment when the whole world grasps the fact that it is impossible to live freely on earth side by side with Germany and her powerful Army."

The *Gauche* says:—"President Wilson's decision is overwhelming for the enemy and most significant for those defending freedom."

The *Matin* refers to President Wilson as a great citizen and thorough statesman, who, despite snares and obstacles, has succeeded in bringing a hundred million free citizens to cast their goods and persons into the fray for the triumph of right against absolutism and militarism.

The *Patriote* says:—"America joining the war on the morrow of the Russian Revolution is a final warning to the German people—if, indeed, the latter is capable of understanding this mighty double lesson."

M. Pichon, ex-Minister of Foreign Affairs, writing in the *Petit Journal*, says:—"America will bring to those fighting the leprosy which has been corroding Europe, and which threatens to spread over the world, her invincible strength, her credit and commercial and industrial resources, her Fleet and Army, and great moral power. From to-day the days of death-sentencing mad beasts are numbered."

The *Tribuna*, Rome, says:—"America's entrance seals definitely the character of the world war as that of a democratic alliance against an autocratic alliance."

The *Journal d'Italia*, Rome, says:—"America's step means that the world conflict can only be settled by the triumph of the principles of nationalities, equality of States and liberties of all, all of which are fundamental principles which the Central Powers desire to crush and persist in declining to recognise."

#### THE NEWS IN PETROGRAD.

Petrograd, April 4th.

The news caused a great sensation. Speakers explained its significance to crowds of troops and civilians amid wild cheers.

#### AMERICA'S GIFT TO FRANCE.

POSSIBLY £100,000,000.

London, April 4th.

Reuter has been informed that the United States will probably make a free gift, possibly £100,000,000, sterling, to France, to be considered as repayment of the financial assistance of France during the American Revolution.

#### IN THE HOUSE OF COMMONS.

#### THE INTERNATIONALISATION OF CONSTANTINOPLE.

London, April 4th.

In the House of Commons Mr. Balfour stated that the Russian Government had said nothing to Britain regarding a statement by the Russian Minister of Justice, that Russia would be content with the internationalisation of Constantinople.

BRITISH LABOUR MEMBERS TO VISIT RUSSIA.

Mr. Bonar Law stated that two Labour Members of the House of Commons were going to visit Russia at the request of the Imperial War Conference with the object of conveying the congratulations and sympathy of British Labour to their comrades in Russia, and encouraging the Russian Government in the prosecution of the war. The Russian Government had stated that the visit would be most welcome. (Cheers.) A similar delegation was going from France.

### TRADE CARD SCHEME.

#### THE IMPERATIVE NEED FOR MEN.

London, April 4th.

The following is part of a cable, the beginning of which had not come to hand when we went to press:—Trade Card Scheme—Mr. J. M. Robertson, at the outset, expressed his great sympathy with Labour, saying that he began at the bottom of the ladder and served several years in the ranks, and claimed to know how the working man looks at labour questions. He proceeded to state that there was an imperative need by the War Office for men, the supply of whom it relied upon the Government to furnish. He dealt with the criticism that the War Office does not make the best use of the men it gets. Mistakes had admittedly been made, but he pointed out that this was the natural result of our unpreparedness for war through the absence of the Continental system of organisation. Our faulty system was due to want of foresight and preparation before the war on the part of the nation as a whole.

#### EARLIER CABLES.

#### AMERICA AND GERMANY.

#### COMMENTS ON THE PRESIDENT'S SPEECH.

London, April 4th.

Though the vast potentialities of American aid to the Allies is appreciated, the uppermost feeling produced by President Wilson's speech is one of deep emotion at the moral endorsement of the Allied cause, in a noble and moving tolerance, which, like the voice of humanity, has awakened the conscience of the world to realism—namely, a fight between systems of government and not a quarrel between the peoples. The speech, which is compared with Lincoln's, is a most notable utterance. It is variously described as a new declaration of rights, a new gospel in the governance of mankind, and a fitting sequel to the Russian Revolution. Both events are bound to have the most profound influence on the destinies of nations.

Some papers regard the speech as clinching the arguments for a policy which lately has been much advocated—namely, that there should be no peace with the Hohensterns.

The *Daily Chronicle* hopes that the Allies will now officially declare such a policy.

The *Daily Mail* says:—"For the world's security the Germans must be freed, and the despots who incited them with a passion for slaughter and cruelty must be removed."

The *Daily Telegraph* says:—"We take President Wilson to mean that the United States will only conclude peace with the German people when they have abandoned the inhumanities practised under the present regime by intriguers and desperadoes."

#### NAVAL CO-OPERATION WITH ENTENTE.

Washington, April 4th.

The Navy Department announces that steps are being taken with a view to a working agreement between the American and Entente Navies.

#### LARGE WAR LOAN TO BE RAISED.

Washington, April 4th.

The Cabinet has considered plans for the raising of a large war loan by popular subscription.

The Senate had to adjourn owing to technical objections raised by the pacifist, Senator La Follette, but the Democrat leaders have decided on continuous sittings to-day, till the resolution is ratified.

#### PATRIOTIC MR. ROOSEVELT.

Washington, April 4th.

Mr. Roosevelt called at White House to congratulate President Wilson on his speech. He repeated his wish to raise a division of American troops for service in France.

#### JOY IN PARIS.

Paris, April 4th.

President Wilson's speech has overjoyed Paris. Crowds besieged the newspaper kiosks and struggled for a glimpse of the tapes in cafes.

There were great demonstrations outside the American buildings. There were similar scenes in the provincial cities.

#### A TIGHTENING BLOCKADE.

London, April 4th.

The immediate tightening of the blockade is regarded as a probable consequence of American intervention, says the *Daily Chronicle*.

#### AMERICAN AND CHINESE MINISTERS.

London, April 4th.

The American and Chinese Ministers to Brussels, with their staffs, have arrived at Berne.

#### NEW KEEPER OF THE JEWEL HOUSE.

London, April 4th.

Major General Sir George Young, husband has been appointed Keeper of the Jewel House of the Tower of London, in succession to General Wynne, who has resigned.

#### DEALING WITH DISABLED SOLDIERS.

London, April 4th.

The Ministry of Labour, in conjunction with the War Pensions Satisfactory Committee, is establishing Trade Advisory Committees of equal numbers of employers and workpeople's representatives in the principal trades to advise concerning the training and employment of disabled soldiers within these trades. The establishment of these committees is intended to ensure that schemes for training disabled men shall be fully considered by the interests concerned.

### BRITAINS FOOD SUPPLY.

#### DRASTIC NEW MEASURES.

London, April 4th.

The Press Bureau announces that Lord Devonport has issued a new Public Meals Order applicable to hotels, clubs, boarding-houses, and other public eating places, declaring a meatless day in London on Tuesday's and elsewhere on Wednesday. There are to be no potatoes, except on Monday days and Fridays, and the Order fixes the following scale:—Four meals daily with two quinces of bread, and two sevenths of an ounce of sugar with each meal; meat, two ounces for breakfast, and five ounces each for luncheon and dinner. There is also an allowance of two ounces of flour daily for pastries.

The Order does not apply to boarding-houses having under ten bedrooms, or to eating houses charging a maximum of fifteen pence per meal.

London, April 4th.

In the House of Commons, Mr. Bathurst stated that a further reduction in the consumption of bread was absolutely essential.

### AUSTRIA FROM WITHIN.

#### A POLITICAL SCANDAL.

Washington, April 4th.

According to Berlin newspapers, the profiteering case which caused the resignation of Baron Schöck, the Austrian Minister of Justice, is developing into an important political affair.

It transpires that the report of the Court of Inquiry into the case was actually altered by several Ministers without the knowledge of the Court. Vorwärts says that the Austrian War Minister has also resigned.

### HOLLAND'S BREAD RATION.

London, April 4th.

The daily bread ration in Holland is now nine ounces.

### DUTCH MILITARY MEASURES.

The Hague, April 4th.

In the Chamber, in reply to an interpellation regarding the granting of leave to soldiers for agricultural purposes, the War Minister stated that the general situation was such that there could be no question of leave on a large scale.

### AFFAIRS IN SPAIN.

London, April 4th.

The situation in Spain appears to be settling down.

### NEW RUSSIA.

#### FRESH ARMY CONTINGENTS ORDERED.

Petrograd, April 4th.

General Guchkov, in an Order, points out that the enemy is preparing for a vigorous offensive on the Russian fronts. He emphasises that the active Army needs fresh contingents, and instructs Commanders and Governors to comb out all except those who are indispensable in the rear, and train them rapidly for service at the front.

### EXILES' RETURN.

Petrograd, April 4th.

Six Social Democrat members of the Duma were given an enthusiastic welcome on arrival from Siberian exile.

### SEEKING PEACE?

#### SIGNIFICANT MEETING OF ENEMY RULERS.

Amsterdam, April 4th.

A Berlin message says that the Emperor and Empress of Austria, accompanied by Count Czernin, the Chief of Staff (General Arz v Straussenburg), have arrived at the German Headquarters to visit the Emperor and Empress of Germany.

### MR BONAR LAW UNAWARE OF NEW OFFER.

London, April 4th.



## A HOUSEHOLD NECESSITY.

IN the best regulated families the little ills of life will creep in. Some member of the family circle may occasionally suffer from Biliousness and Indigestion, and one or the other will from time to time exhibit the well-known symptoms of Constipation. From these little troubles more serious complaints arise, and should therefore not be neglected. The slight headache, bad breath, and a discoloured tongue are the index to a disordered stomach; and the necessity of keeping a safe, sure, and reliable remedy in the house is apparent. By following such a course the more expensive method of calling in a doctor will be found quite unnecessary. That Dr. Morse's Indian Root Pills are the very best Family Medicine is vouched for by thousands of grateful men and women who speak from personal experience.



Dr. Morse's Indian Root Pills are not simply a purgative medicine which forces the food out of the body, depriving the stomach of its nourishment and thus starving the system. They contain the essential properties that are temporarily lacking in the stomach through weakness, and complete the digestion and assimilation, and so restore the functions of the digestive organs by obtaining the maximum of nutriment from the food which sustains the body and assures good health.

Dr. Morse's Indian Root Pills are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

They are a perfect Blood Purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headaches, Sallow Complexion, Liver and Kidney Troubles, Piles, Pimples, Boils and Blotches, and for Female Ailments.

## DR. MORSE'S INDIAN ROOT PILLS FOR THE LIVER

FOR SALE BY WATKINS, LTD., WHOLESALE AND RETAIL AGENTS, AND CHEMISTS AND STORES GENERALLY, AT 60 CENTS PER BOTTLE, OR WILL BE FORWARDED ON RECEIPT OF PRICE BY THE W. H. COMSTOCK CO., LTD., SOLE PROPRIETORS, 21 FARRINGTON AVENUE, LONDON, ENGLAND.

They do not Weaken. They do not Sicken. They do not Grip.

## "ASAHI BEER."



DAI NIPPON

BREWERY CO. TOKYO.

SOLE AGENTS: MITSU BUSSAN KAISHA, Ltd. No. 230 or 155.

## Fortify yourself with Bovril

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

## Bottled History

A phrase that can truthfully be applied to

### JOHNNIE WALKER

Every bottle sold to-day has been maturing during the past six, ten or twelve years as follows:

- JOHNNIE WALKER, "White" Label, Over 6 years old.
- JOHNNIE WALKER, "Red" Label, Over 10 years old.
- JOHNNIE WALKER, "Black" Label, Over 12 years old.

Guaranteed same Quality throughout the World.

To safeguard these ages our policy for the future is the policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

To be obtained from the Sole Agents for China: CALDECK, MACGREGOR & CO., Hongkong, Canton, Shanghai, Tientsin, Peking, etc. JOHN WALKER & SONS, LTD., Scotch Whisky Distillers, Kilmarnock, Scotland.



Born 1825 Still going strong.

## 20,000 DOCTORS are recommending

## PLASMON

Because

"Plasmon" is of INESTIMABLE VALUE as a food for all classes of workers."—Dr. Virchow, Berlin.

## HOME RULE DEBATE. GOVERNMENT PROPOSALS STATED.

### NATIONALISTS LEAVE CHAMBER.

The House of Commons was crowded on the occasion of the Irish debate last month.

"HOME RULE WITHOUT DELAY."

Mr. T. P. O'Connor moved:—"That for the purpose of strengthening the hands of the Allies in achieving recognition of the equal rights of small nations against the German principle of military domination, and of Government without the consent of the governed, it is essential to confer Home Rule on Ireland without delay."

Mr. O'Connor said that the motion was an invitation to the House of Commons to join in a united and genuine effort to settle the Irish question. It indicated no change of attitude on the part of the Nationalist party towards the war—an attitude which had surprised every student of Irish history. It was impossible to imagine that Britain, which was fighting for the rights of small nationalities, could be so inconsistent and untrue as to deny this right to Ireland.

The formation of the Coalition Government gave the Nationalists the impression that their political opponents had triumphed, and that Home Rule would never be allowed to become law. The manner in which the Government dealt with the Irish rebellion had transformed a friendly people into a people filled with bitter hatred.

Many Nationalists had joined the ranks of the Sinn Féiners. Home Rule should be put into operation forthwith, for the sake of Ireland and the Allies. Mr. O'Connor concluded by saying that there were only two alternatives for dealing with Ireland: Settlement or coercion. The majority of sane men in Britain believed that a settlement was necessary, but the failure of last summer's negotiations was regarded in Ireland as a breach of the solemn compact such as had brought England into the war.

The Government broke that compact, and the Irish drew the conclusion that England, now as ever, was "perfidious Albion."

Mr. W. A. Redmond appealed for the obliteration of old animosities between the North and South. He appealed to Sir Edward Carson to rise to the demands of the situation and work with the Nationalists for the better Government of Ireland.

PRIME MINISTER'S SPEECH. Mr. Lloyd George, Prime Minister, said that any settlement acceptable to the Irish as a whole would be welcomed with delight by the United Kingdom. He was grieved that some men could not be found for setting Ireland in the interests of the Empire. The present Government did not depart from the attitude taken up by their predecessors. There must be no attempt to settle the question in a manner which would provoke disturbance in one part of the United Kingdom and divide the rest into two warring factions.

The discontent of Ireland was not a material one, but the inevitable fact remained that after all the record of beneficent legislation and material prosperity Ireland was no more reconciled to British rule than it was in the days of Cromwell. To place Ulster under the Nationalists' rule against its will would be as glaring an outrage on liberty and self-government as a denial of self-government to the rest of Ireland.

The Government was prepared to confer self-government on any part of Ireland which unmistakably demanded it. (Cheers.) But the Government and the people of Britain were not prepared to force a portion of the north-eastern corner of Ireland to submit to be governed by a population with which they were completely out of sympathy. He quoted extracts from Mr. Asquith's speeches, showing that the employment of force to coerce Ulster was absolutely unthinkable. Irishmen could at any time, with the substantial consent of all parties, secure self-government for that part of the country which demanded it by an unmistakable voice, but no party would support a demand that Ulster should be forced into a settlement.

Mr. Dillon interjected:—This means that you are trying to back out of Home Rule. NO COERCION OF ULSTER.

Mr. Lloyd George: That is not true, and the honourable gentleman knows it. I have not deviated a hair's breadth from the line taken by me during the last five or six years regarding Ulster. Neither Mr. Asquith nor myself contemplated the coercion of Ulster, which would mean a permanent division of Ireland. On the other hand, I believe that a frank acceptance of the position that Ulster can only be brought in when she expresses her willingness to come in is a hundred times more likely to achieve a united Ireland than coercion. I believe that ultimately, at no distant date, Ulster will come in. Continuing, the Prime Minister said that the Government therefore proposed to make an offer beyond which it would not go, either during or after the war. If the offer was acceptable to Ireland he suggested that a conference of Irishmen should settle the details.

Replying to Mr. Dillon's interjection regarding the Sinn Féiners, Mr. Lloyd George said:—"My answer is that you may have self-government if you want it. But we won't put under your heels people who don't want it." (Cheers.)

In order to make the attitude of the Government clear, Mr. Lloyd George concluded by proposing the following amendment:—

"This House, while welcoming any settlement which will produce a better understanding between Ireland and the rest of the United Kingdom, considers it impossible to forcibly impose on any section or part of Ireland a form of Government which has not their sanction."

MR. ASQUITH'S SUGGESTIONS. Mr. Asquith said that he was aware of the Government's intention to move an amendment. The Prime Minister's amendment appeared to affirm a proposition which no one disputed, therefore he doubted whether it was worth while to record it. The Empire would have greatly strengthened itself in the present conflict if it had secured the immediate settlement of the hitherto unsolvable problem. Despite legislative and administrative reform the situation in Ireland was not improving. He did not think it likely that there would be a recurrence of the insurrection and rebellion because the forces at the disposal of the Government

were such that if such a foolhardy and desperate enterprise were contemplated it would result in complete disaster. He wanted to make a practical contribution to the debate. The expedients reduced themselves to three. The first was Government by negotiation. They might bring the two parties to an agreed settlement by a give-and-take process. Personally, he believed that the experiment was no more likely to meet with success than the July negotiations. The second expedient, as that Irishman of all parties might be appealed to to meet and arrive at a settlement among themselves. This would be most excellent, but he feared that it was impossible. The only practical alternative was that Parliament should invoke the intervention of some outside impartial authority which could be entrusted with the task of adjusting all the interests and sentiments concerned. This task might be facilitated by the presence of the colonial statesmen. Any decision they reached would be subject to the final approval of Parliament.

Mr. Lloyd George promised to consider the suggestion. He asked, what would be the character of the body? Would it report to the Government or have statutory powers?

Mr. Asquith replied that he would not give its decisions statutory effect in advance; they must receive Parliament's approval. He admitted that his suggestion contained obvious difficulties because it would be necessary to constitute an authority on whose confidence and impartiality Irishmen and all parties could rely. It would be necessary for such a body to act promptly and avoid anything likely to block the road to settlement. It should be entrusted with power to mould and adjust a scheme which would do justice to all interests and sentiments. Such a body would command general approval, and be regarded by Ireland as an authority possessing special experience which the House of Commons did not possess.

MR. REDMOND DISAPPOINTED. Mr. John Redmond, leader of the Nationalist party, said that he had listened to Mr. Lloyd George's speech with the deepest pain. His professions in favour of Home Rule were absolutely unnecessary to-day, as he had the power—if he had the courage to use it—to carry his professions into practice. This was the time for action stripped of all expressions of good will. The naked reality of Mr. Lloyd George's speech was a policy absolutely of "Wait-and-see." (Nationalist cheers.)

The Premier made no proposal. He had suggested that negotiations should be reopened, but after his experience of the July negotiations, he would not enter into any more. (Nationalist cheers.) The effect of the debate would be most injurious to the best interests of the Empire. It was perfectly certain that Germany, which had for long fomented disorder in Ireland, would attack with delight at the attitude that Mr. Lloyd George had taken up. Germany would know that Mr. Lloyd George was playing right into the hands of the Irish revolutionaries.

The Prime Minister's pronouncement would have a very bad effect in neutral countries, and would take the heart out of Irishmen fighting at the front. The position in Ireland was serious. There were men there with influence and money who combined in the enterprise of smothering the constitutional movement. Mr. Lloyd George was playing into their hands. The Government had raised in Ireland an issue which must be faced and decided. He would be glad to see it decided in every constituency in Ireland to-morrow. The great issue was whether Ireland should still rely on constitutional action or revert to the methods and ideals of revolution. Some men so bitterly hated Home Rule that they would God-speed a revolution. If the constitutional movement disappeared, Mr. Lloyd George would be forced to govern Ireland with the naked sword. When the Nationalist leaders attempted to effect a settlement in July they took their political life into their own hands, and they had been betrayed. The Government should have brought forward proposals acceptable to the whole of Ireland.

An Ulster Unionist interjected: "What do you mean?"

Mr. Redmond: "What I mean is, put the Home Rule Act into operation with such additions and amendments as time and the altered circumstances render necessary."

"FUTILE, HUMILIATING DEBATE." Concluding, the Nationalist leader said: "This debate necessitates the reconsideration of our position. It is absolutely futile for my colleagues and myself to continue the debate. Therefore I appeal to my colleagues to let the House do what it likes with the resolution and amendment." (Loud Nationalist cheers.) I ask them not to remain to continue a futile, humiliating debate, to withdraw and take counsel with me as to the next step we shall take.

This dramatic statement was delivered in passionate tones. The Nationalists, greatly excited, cheered Mr. Redmond to the echo. When he left his seat the whole party followed him out of the House, amidst great Nationalist cheering and approbatory epithets against the Government benches. Some Nationalists angrily shook their fists at the Treasury Bench, and a voice was heard above the din shouting, "Hangman Carson! He is only fit to be a hangman, instead he is First Lord of the Admiralty." The scene was the most exciting witnessed in the House since the war broke out, and it caused an immense sensation.

Mr. Wardle (Labour) regretted that the Nationalists had left the House without leaving the result of their own motion. He urged the Government to find a way out of the present impasse.

Sir Henry Dalziel said that the situation could not be left as it was. He asked whether Mr. Lloyd George supported or opposed Mr. Asquith's suggestion. In order to enable the Prime Minister to make a statement, he moved the adjournment of the debate.

Mr. Lloyd George said that Mr. Redmond evidently misunderstood him. He had clearly stated that Home Rule would be granted to any part clearly demanding it, but he could not enforce it where it was not required. There were two ways of settling the details, either by a conference of Irishmen or a commission practically of the same character as Mr. Asquith's. "It has been suggested that we should bring in a bill on that basis," said the Prime Minister, "but we cannot, in the middle of a great war, bring in a bill which may

(Continued at foot of next column.)

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YOUR SKIN AND COMPLEXION can be kept in a Perfect Condition all the year round by a regular use of Beetham's La-rola. It is a perfect skin cleanser and restorer. It removes all blemishes, freckles, and redness. It is a perfect skin restorer and makes the skin soft and smooth. It is a perfect skin preservative and keeps the skin in perfect condition all the year round. Manufactured by M. BEETHAM & SONS, CHELTENHAM, ENGLAND.

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A warranted cure for all acquired or constitutional Obstructions from the Urinary Organs in either sex. These famous Pills also cure Gravel, Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

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JOHN JAMESON'S WHISKY unequalled for flavour and purity. Guaranteed to be PURE POT STILL WHISKY. Famous for over 100 years. JOHN JAMESON & SONS, LTD. Distillers to H.M. The King.

not be acceptable to any section. Until Nationalists have indicated their attitude, it would be folly for the War Cabinet to introduce such a highly controversial bill."

Mr. Guest considered that the Nationalists' withdrawal would gravely affect our conduct of the war and position in the eyes of the world. He hoped that the Government would try and arrange a settlement on the lines of Mr. Asquith's suggestion.

Mr. Healy said that, though an opponent of Mr. Redmond, he considered the Empire owed Mr. Redmond its best gratitude. If the War Office had taken his advice it would have had from 200,000 to 300,000 troops, and the rebellious elements would not have appeared. He thanked Mr. Redmond with arranging a play-acting coup by quitting the House. Mr. Redmond ought to have provided something better. Neither he nor any Nationalist had offered a hand to Ulster since 1912. Instead, they had pooh-poohed any suggestion for the settlement of Home Rule. Ireland would take his excursion from the House at its proper measure. It deserved, after 20 years, something better than a dramatic spectacle from the House. Instead of bringing Mr. Churchill's Hotentots and niggers from Africa, England ought to try and win Ireland and America to its side in the war. The debate was adjourned.



# GERMANY'S LAID-UP SHIPBUILDING.

## STORIES OF LARGE NEW CONSTRUCTION.

Perhaps the most accurate estimate of the present state of German mercantile shipping that has yet been published in Germany was that given in Berlin by Captain C. Schroter, of Hamburg, before the Institute of Nautical Science. His lecture seems to have been based on a great mass of statistical information which has certainly not been forthcoming in any German publication or periodical. He stated that since the war 162 ships with a tonnage of 452,000 had been destroyed either by mines or torpedoes; 287 ships with a total cargo room of 807,000 tons had been retained by the enemy, "who had made the most complete use of them." In neutral harbours 921 merchant vessels, with a total tonnage of 2,341,000, were lying interned, condemned to inactivity, and 490 steamers, of altogether 2,410,000 tons, were still at home. Captain Schroter summarized these figures as follows:—7.1 per cent. of the total tonnage of the German mercantile marine (5,300,000 tons) finally and irremediably lost, 14.1 per cent. in the hands of the enemy, and 43 per cent. in neutral harbours.

These facts sound far more cheerful than they really are, even side by side with the comparatively severe losses of British shipping. For, apart from the actual deterioration of those bottoms laid up in neutral ports, the fact remains that the shipbuilding industry in Germany, as far as the mercantile marine is concerned, has been practically at a standstill since the war began. At first there may have been considerable activity in the German shipyards, for the leaders of German shipping had always realised what dangers a war with Britain would bring to their shipping. So the very pictures of a boom in the shipbuilding industries which have appeared from time to time in certain periodicals should be taken as the wish which, being father to the thought, cannot help having a distinctly "tendencious" character.

**SHIPBUILDING AND HARBOUR WORK IN HAND.**  
An article in *Ueber Land und Meer*, for instance, reviewing the shipbuilding activity and harbour construction in Germany, states that the municipality of Bremen is constructing at present the *Westhafen*, with two basins, capable of accommodating annually 1,600,000 tons. Stettin, too, is busy with harbour building, and Hamburg is completing the new wharves begun in peace-time. The Hansa Steam Shipping Co., of Bremen, has taken over during the war six steamers that were being built when war broke out and two new ones this year, besides ordering six more new ones. The Kosmos Line, for which ten ships are being built, the Bremer Roland Line, and the Koenigsberg Reederei in Hamburg have increased their capital for new shipbuilding. The article goes on to say that the Hamburg-America Line is extraordinarily active, with regard to new shipbuilding. It has completed its largest American liner, the *Bismarck*, and is building besides a new turbine ship, the *Therap*, of 32,000 gross registered tonnage. There are also in construction for the same Company three 32,000 ton ships, nine cargo steamers, two or three 18,000 tons, five smaller passenger steamers, and, apart from these, two commodities and elegant steamers of 17,000 tons for the Panama Canal traffic are being built by the Tecklenburger Werft in Geestemünde.

Altogether the Hamburg-America Line has now 350,000 tons building, as against 290,000 tons at the end of 1913. The Norddeutscher Lloyd, too, shows strong building enterprise with the two fast steamers *Columbus* and *Hindenburg*, of 25,000 tons each, built at Danzig, and the 16,000 ton steamers *Minchen* and *Zeppelin* and twelve other ships of 10,000 tons each. Also the Hamburg-Schleswig-Holstein Dampfschiffahrtsgesellschaft, the Levante Gesellschaft, and the Afrika Line have placed numerous and important orders for new ships. The German shipbuilding yards have been employed during the war with a tonnage of more than three-quarters of a million for the German mercantile marine.

Herr Ballin, too, has spoken frequently several times about the great preparations of German shipping for the future, and there is probably a considerable amount of truth at the bottom of the article quoted above, but it is impossible that all these things could have been brought to pass as described. A very different story is told moreover, by the correspondent of the *Berliner Tageblatt*, who gave a series of his impressions of German cities in war-time. In the course of a vivid account of the stagnation reigning in the two great ports of Hamburg and Bremen he described the impression of desolation conveyed by the sight of the grey leathery *Imperator* lying useless in the dock, and then continued:—"Afterwards, one remembers that this is only one ship of 52,000 tons, forming but a very small proportion of the total aggregate of 1,400,000 tons of shipping which is doomed to similar idleness."

Naturally certain measures had been adopted to meet the depression. A "War Committee of German shipowners" was formed which embraced the whole German shipping trade. It consisted of twelve members, Herr Ballin being among them, while Dr. Greve, a director of the Norddeutscher Lloyd, was president. Business was wakened up to the alarming shortage of essential raw materials. The shipowners were roused, and in order to establish the establishment of their own self-sufficiency, they began to commission to build new ships and

this make good the losses they had suffered. The Reichstag also expressed the desire that effective steps should be taken to rehabilitate the German mercantile fleet as rapidly as possible. That was in May, last.

**SIGNIFICANT COMPLAINTS.**  
For some time the Press talked vaguely of a boom in shipbuilding, the result of the Government's intervention. But gradually it died away, and in September Herr Ballin was saying in an interview that as soon as war began work on all large liners was suspended, as all hands were required for the moment was to make arrangements for a prompt resumption of work on the mercantile marine directly the war came to an end. Soon significant complaints began to appear in the Press of the way in which German shipping was being treated by the Government. It was said that the German companies were receiving no compensation for the loss of their ships, and that the enforced idleness of the greater portion of their fleets, which were requisitioned by the Government, was by no means so generous as in England and France. Indeed there can be no doubt that the prospects of German shipping are by no means as brilliant as the typical Press article tries to make out. A fair proof may be taken from the attitude of neutral investors to German steamship shares. In August last, for instance, the following advertisements appeared in a Danish paper dated the 6th and 8th respectively:

1.—Shares in Hamburg-Amerika Line (the world's biggest steamship company) to be sold for 750 kroner for each 1,000 marks share.  
2.—A big lot of 1,000-mark shares in the world's greatest steamship company, the Hamburg-Amerika Line, to be sold at 725 kroner the share.

Thus the price per share dropped 25 kroner in two days, and moreover, the price in Germany before the war was 1,800 kroner per share. The Dutch Press, too, recently recorded the fact that an attempt to create a market in German shipping shares on the Amsterdam Exchange met with no success.

If the yards were silent, however, and the dock sides deserted the council of experts were busy. Day by day the importance attached to the development of the mercantile marine grew in Germany, so that it might be ready for a conclusion of peace to step back into its old position in the carrying trade of the world. Shipping and industry had to approach each other with a view to a close co-operation to this end. The first significant step was the appointment to the Board of Directors of the Hamburg-Amerika Line of Herr von Gwinner, the managing director of the Deutsche Bank. Dr. Salomonson, a director of the Diskontogessellschaft, and Herr Hugo Stinnes, the Westphalian coal and iron magnate, the Norddeutscher Lloyd followed suit by electing Freiherr von Rodenhansen-Degener, one of the directors of Krupp of Essen, to its Board of Directors. Herr Heinkeken, the managing director of the Norddeutscher Lloyd, is a director of the Deutsche Bank; whilst Paul Mankiewicz, of the Deutsche Bank, has joined the Board of the Norddeutscher Lloyd. As for Krupp and the Norddeutscher Lloyd, there has been a close association between them for some time. The foundation of the Deutsche Schiffahrts Gesellschaft, which owns the built-in Krupp's Germania wharf at Kiel. Two other steps have since been taken by the Hamburg-America Line to prepare for the future; the one is the complete understanding as to the common working arrangement with the Norddeutscher Lloyd, and the other is the extensive programme of shipbuilding, necessitating the creation of a new Hamburg shipbuilding yard, in which the great "Allgemeine Elektrizitäts-Gesellschaft" has participated to a large extent. There remains no doubt that these steps point not only to a financial strengthening of the companies, but to a new policy for the future and to a systematic attempt to overcome or mitigate the very serious consequences of the war.

**POSITION OF THE GREAT COMPANIES.**  
An excellent comment on the situation appears in the *Frankfurter Zeitung*. This paper points out that as the two great shipping companies, the Hamburg-America and the Norddeutscher Lloyd, have now issued no reports for the third year in succession, the public is in absolute ignorance as to their financial position. Still, it is certain that after paying interest on the share capital, placing money to the share sinking fund, writing off a proper amount for depreciation, and meeting the expenditure on the ships and crews laid up in neutral harbours, the finances of the companies will have suffered heavily by the end of the war, and though their position may be assured during the war by the support of the Government, they will want strengthening for the period immediately after the war. It is interesting to find the motive for the understanding between shipping and industry is the desire to assure to the shipping companies sufficient freight not only for the period immediately following the war but for the hard years to come. Germany will need new imports more than exports after the war; no great amount of tonnage will be required for exports, except for potash and other mineral products. Most of her exports are manufactured goods made from raw materials imported from abroad, and it is very questionable whether Germany will be in a position to import rapidly enough large quantities of raw materials. The bills of exchange in German hands will necessitate slow and cautious action for years to come, and the strictest economy will have to be observed for the sake of the rate of exchange. Besides, there will be new competition to be faced by German shipping after the war. So the shipping companies will have to depend on their own capital resources for a long time, and therefore they have combined with both financial and industrial interests in order to strengthen those resources.

The Hamburg-America Line has also obtained controlling interests in the Levant Line, the Hamburg-South America Line, the Kosmos Gesellschaft, the German East Africa Line, and in the Woermann Line. In the last two ventures it has joined hands with Herr Hugo Stinnes, thus instituting a new policy of industry and shipping working together, of which the election of Herr Stinnes to the board of the Hamburg-America Line is only a consolidation.

# FORD'S FORTUNE FOR U.S.

## \$100,000,000 NOW AVAILABLE.

Mr. Henry Ford's spare money—and he certainly has a lot of it—"too much," he has sometimes remarked, "for any one man to try to keep all to himself"—will be at the disposal of the United States Government, as well as the 48,000 employees and the wonderful Detroit factory he has already offered, in the event of the United States entering the European war.

And the Ford fortune, if lent to the Government, will be lent on the same principle that he has already enunciated as to his factory, his employees and his own time.—No profit.

"Whatever part the Government needs of what I've got," Mr. Ford said to a *World* reporter, "the Government may have when it requires it. And the loan will be without any interest. There will be no percentage. No profit. I don't want to make anything. I wouldn't take a cent of profit from the Government under any circumstances."

**PACIFISTS MAKE FIGHTERS.**  
"You can't tell about us pacifists," Mr. Ford laughed. "Sometimes I think a pacifist is like a cat. It may seem a gentle creature that you can fondle—an inoffensive, harmless sort of thing. But back a cat up in a corner—or a pacifist—and you've got the worst kind of a fighter you've ever seen."

"Now, I don't believe in offensive fighting, either for an individual or a nation, but if anybody attacks me or attacks the United States, believe me, I'm going to fight and fight hard. And sometimes the best thing a pacifist can do is to help get a fight over as quickly as possible."

Mr. Ford didn't dwell upon his idea of lending his fortune to the Government. His simply stated it in a quiet, matter-of-fact way. Indeed, his mention of it came out casually.

"The other day I was on my way across New York to take a train for Washington," he said, "and I noticed a lot of flags flying. A good many of them seemed to be from bank buildings. They all seemed patriotic for profit."

"But I didn't see any signs of picks or shovels, or khaki, about those bank buildings, indicating that they were offering any practical help to the nation except what they could profit from."

The talk turned to Mr. Ford's offer to the President and Secretary Daniels to turn over his factory, his men and his own time, without gain, to make motor boats or "baby submarines" for the Government, and then he casually remarked:

"And the Government can have my money, too."

The extent of Mr. Ford's fortune is not known. It is a low estimate, however, for the interviewer who has talked to him many times to place his immediately available assets, cash, bonds and the like, at \$100,000,000, and his total resources at perhaps five times that sum.

He did not continue on the topic of lending his money. He simply stated that he would, and then turned his attention to what he could do in a manufacturing way for the President and the country.

For instance, he could manufacture 2,000 motorcars a day, each equipped with bodies that would carry perhaps ten men and could travel twenty-four hours a day, if necessary, at a fairly high speed.

"Think what they could transport in the way of troops," he said.

**HIS BABY SUBMARINE PROJECT.**  
He could also make a tremendous number of "baby submarines"—little undersea craft to be manned by a single individual, which would carry at their bows "pills on poles," the pills to be high explosives; and the "poles" to be long, protruding arrangements which would guarantee safety to the operator.

These, Mr. Ford says, could destroy the most powerful battleship and, naturally, could wipe out any troopships by which an enemy might endeavour to get its invaders. They could be turned out very easily and simply and at little more cost than an automobile.

"I'll stake my reputation as a manufacturer on those little submarines," Mr. Ford said. And he admitted that considerable experimentation had been done with them in the last few years—altogether successfully.

# SOME WIRELESS SPEED RECORDS.

Although the service of the Marconi Wireless Telegraph Company of America between the United States and Japan was inaugurated only a short time ago, several speed records in sending and receiving messages have already been made by operators in the trans-Pacific stations.

An operator of Honolulu, recently sent to the Marconi receiving station in California, a distance of 2,372 miles, sixty-seven messages in one hour and twenty minutes. None of the messages was shorter than fifteen words, and some of them contained forty words. The operator, without a break or an error, sent messages in the Marconi office in the heart of the business section of Honolulu are now, with the aid of repeaters, transmitting direct to both the United States and Japan. Automatic transmission and reception of messages at a speed of from 80 to 100 words a minute will be brought into use in the near future. Duplex transmission equipment has been provided, the tests made, and, when conditions warrant the step, transmission at that speed in two directions simultaneously will be employed.

# INDIGESTION.

## WHY TOLERATE IT?

Why suffer from indigestion, from pains after eating, acidity, flatulence, headaches, biliousness, dizziness, or constipation? Why? It is a remarkable fact that women especially seem prone to make light of digestive troubles, forgetful of the greater evils which may and do arise therefrom. From the many letters we receive, it is clear that in hundreds of cases, women, yes, and men, too, have endured much needless suffering and well-nigh made ship-wreck of their lives, not because they did not know of a remedy that would relieve or banish their ailments, but simply because they neglected the warnings of their trouble at the outset. No. 1 Mother Seigel's Syrup has been proved by thousands of former sufferers to be the surest means of eradicating indigestion, and Stomach and Liver Troubles. If therefore you are suffering to-day, act at once by taking a course of Mother Seigel's Syrup, and put your stomach, liver and bowels into proper working order, for upon the healthful condition of those organs depends your ability to digest food thoroughly and maintain good health. Only when your stomach and liver have been restored to thorough working order can you escape the pains and penalties of indigestion and obtain proper nourishment from your food.

The medicinal extracts and other ingredients in Mother Seigel's Syrup act directly upon the organs of digestion—toning up and strengthening the stomach, gently stimulating the action of the liver, and regulating the bowels. In this way, indigestion is banished and the whole system benefits in a remarkable manner.

"To see me twenty years ago and to-day, you would not think that I am the same woman, enjoying, as I do now, such splendid health. At that time I suffered most severely from indigestion, which took the form of severe pains in the chest, right through to my back, between the shoulder blades. My cure from the weak state I got into was solely through the use of your Mother Seigel's Syrup."—Mrs. E. Brain, West Town, Bristol, 14th July, 1916.

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# SWELLINGS DISAPPEAR

## when you rub in LITTLE'S ORIENTAL BALM.

The pain goes right away and the swelling itself disappears with a few applications. It is utterly useless to suffer. It is useless to pay big doctor's bills and then to find yourself no better. For 1/2 you can buy a bottle of LITTLE'S ORIENTAL BALM and cure yourself—safe and certain.

In hundreds of cases LITTLE'S ORIENTAL BALM has relieved and cured the so-called "incurable swellings." For swellings of the joints, or limbs, bruises or contusions, sprains, strains, pains and aches.

Hold it is 1d. per bottle.  
Agents for Hongkong:—Messrs. A. S. Watson & Co., Ltd., 255-27.

# Treat your hair kindly

You desire fine, beautiful hair. Therefore you must treat it kindly—nourish it, preserve it, care for it by regularly using

# ROWLAND'S MACASSAR OIL

## "For Your Hair."

This preparation has been used for over 120 years—it has proved its value time and time again. Do not try unproven remedies on your hair. Get a bottle of Rowland's Macassar Oil at your chemist's, or from the London Depot, 67, Hatton Garden, London, E.C.1.

Don't Worry!  
In here

# KEATING'S KILLS

BUGS  
FLEAS  
MOTHS  
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TINS 3/6-1/2

MARTIN'S  
CAPROL-STEEL  
PAIN-EXPELLING  
PILLS

MARTIN'S  
CAPROL-STEEL  
PAIN-EXPELLING  
PILLS

# THEATRE ROYAL.

## TO-MORROW!

ALSO  
MONDAY, APRIL 9TH.  
FREDERIC SHIPMAN  
PRESENTS  
THE FRENCH-CANADIAN TENOR,  
**PAUL DUBAULT**

Assisted by  
**PAULINE BINDLEY**, Soprano.  
**ERNEST EMPSON**, Pianist.

**TO-MORROW'S PROGRAMME:**  
Piano Solo... FANTASIE RIGOLETTO ... Liszt  
Aria... SHADOW SONG (Dinorah) ... Meyerbeer  
Aria... from THE PRODIGAL SON ... Sullivan  
Songs... (a) AT THE END OF THE DAY ... Harris  
(b) WILL O' THE WISP ... Sprouss  
Duet... THE PASSAGE BIRD'S FAREWELL ... Hilde's  
Interval

Piano Solos... (a) GAYOTTE ... Gluck-Brühns  
(b) PRELUDE ... Bachmanhoff  
Songs... (a) SOMETIMES IN SUMMER ... Bennett  
(b) MADRIGAL ... Pflieger  
(c) IF YOU WOULD LOVE ME ... MacDermid  
Songs... (a) THE WREN ... Lehmann  
(b) A DREAM FANCY ... Marshall  
(c) L'ETE ... Chamade

Songs... (a) LORRAINE, LORRAINE, LORRAINE ... Sprouss  
(b) AU PAYS BLEU ... Chamade  
(c) INVICTUS ... Hahn  
PAUL DUBAULT.

Booking for To-morrow's and Monday's Concerts To-day at the Hongkong Hotel from Noon to 6 p.m.  
PRICES: \$3, \$2 & \$1. BOOKING AT MOUTRIE'S.

Yet in the game—Sargol makes Fumy, Peevish People Plump and Popular.  
SARGOL, the concentrated food that puts on good, healthy flesh, sometimes at the rate of a pound a day, builds up the thin and weak, brings back the rosy-bush of health, rounds out the skinny, scrawny figures to lines of beauty and plumpness, does it easily, quickly and effectively.

You don't understand it? Well, to tell the truth, neither do we. But after a long series of costly experiments we "hit upon an idea" and produced a combination of tissue building elements, which have performed wonders in making thin people plump and fat. Sargol was made to put flesh on thin folk, but we don't understand one-half the other remarkable things it does for the thin and undeveloped, the pale and the weak, the dull and the listless. It is not a drug nor a stimulant, but can be best classed as a concentrated food with high tissue-building qualities. A food that creates rich, red blood, builds brain and brawn, hardens flabby muscles and makes even a confirmed dyspeptic "sit up and take notice." In building tissue it has a higher value than good beefsteak or eggs.

Sargol helps you to assimilate your food, to get the utmost good out of every mouthful. Take it with your meals for a few days, the test will tell. See how your digestion has improved, how the blue melancholy feeling goes, how good your meals taste.

A few days more and you begin to take on flesh. You look better, act better, you can do more, do it quicker and easier. Your friend slaps you on the shoulder and says: "Hello, Bill, you're looking fine, never saw you looking better."

But you don't need to be told this. You know it yourself. You know you are gaining weight, feeling more fit than you have felt for years.

A. S. Watson & Co., Ltd., THE PHARMACY, QUEEN'S DISPENSARY, VICTORIA DISPENSARY, THE EDWARD DISPENSARY. [67-5]

Grown on British owned plantations in the British West Indian Island of Montserrat.  
Shipped in British vessels.

# Montserrat Lime Juice

The finest health beverage. Warranted by a British firm of world-wide renown.  
OF ALL STOREKEEPERS.  
Ernest Sainsbury & Webb, Ltd., Liverpool & London.

LIFE WITHOUT HEALTH IS LIVING DEATH.

# VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern science, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. It restores the vitality of the system, improves the circulation, and gives the brain and nerves the strength and energy they need to perform their functions. It is a powerful tonic and a most valuable food for the brain and nerves. It is a most valuable food for the brain and nerves. It is a most valuable food for the brain and nerves.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

# VETARZO BLOOD MEDICINE

Never before was there anything like this, nor can its marvellous properties ever be equalled in all cases of impure blood, or other impurities of the blood. It purifies the blood, and gives it the strength and energy it needs to perform its functions. It is a most valuable food for the blood and nerves. It is a most valuable food for the blood and nerves. It is a most valuable food for the blood and nerves.

THE FRENCH REMEDY, No. 102 and 103, is a most valuable food for the blood and nerves. It is a most valuable food for the blood and nerves. It is a most valuable food for the blood and nerves.

ON SALE  
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JUNE & DECEMBER 1916.  
1916. Each Volume Price \$7.50.  
On Sale at the HONGKONG DAILY PRESS OFFICE.

THE FRENCH REMEDY, No. 102 and 103, is a most valuable food for the blood and nerves. It is a most valuable food for the blood and nerves. It is a most valuable food for the blood and nerves.







## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(JELFFMAN & ECKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.

THE BANK LINE, LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STRAITS SAIL

WATERWAY, CHEFOO & NEWCHOWANG ... "SUNGKIANG" ... On 5th Apr. 8 A.M.  
SHANGHAI ... "LINGCHOW" ... On 8th Apr. 11 A.M.  
MANILA ... "YANGTSE" ... On 10th Apr. Noon.  
SHANGHAI ... "CHENAN" ... On 10th Apr. 4 P.M.  
MANILA, CEBU and ILOILO ... "TEAN" ... On 11th Apr. Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft, on "TAMING" and "TEAN."  
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.  
S.S. "ANHUI," "CHENAN," "LINGCHOW," "SHANTUNG," "SINKIANG" and "SUNNING" with excellent accommodation; Electric Lights and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Telephone 36.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 8 to 10 Days).

"HAIHONG" ... Capt. J. W. Evans ... FRIDAY, 13th Apr. at 11 A.M.  
"HAIAN" ... Capt. A. E. Hodgins ... WEDDAY, 11th Apr. at 11 A.M.

For SWATOW.

"HAIAN" ... Capt. A. E. Hodgins ... SATURDAY, 7th Apr. at 4 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIA & CO.,  
General Managers.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.

## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO

## MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at MARSEILLES 1917	Due at LONDON 1917
COLOMBO				

When Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available to Messageries Maritimes Company.

## INTERMEDIATE STEAMERS

(Non-Transshipment).

IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

## MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave Hongkong about	Leave SINGAPORE about	Due at MARSEILLES about	Due at LONDON about
The Intermediate	Service is	Temporarily	Suspended.	

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to  
E. V. D. FARR,  
Superintendent.

NIPPON YUSEN KAISHA  
THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADEIRA.

VICTORIA, B.C. and SEATTLE ... AWA MARU ... TUESDAY, 1st May, at Noon.  
VIA SHANGHAI, MOJI, KOBE ... YOKOHAMA MARU ... WEDDAY, 9th Apr. at 4 P.M.

NAGOYA and YOKOHAMA ... Capt. Torada ...

SYDNEY and MELBOURNE, VIA MANILA, BANGOR, THURSDAY ISLAND

TOWNSVILLE & BRISBANE.

CALCUTTA VIA SINGAPORE, PENANG and RANGOON.

BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.

SHANGHAI, MOJI and KOBE ... RANGON MARU ... THURSDAY, 19th Apr.

NAGASAKI, KOBE and YOKOHAMA ... AKI MARU ... FRIDAY, 15th Apr. at 10 A.M.

SEAHIGHAI, KOBE and YOKOHAMA ... KAGA MARU ... THURSDAY, 12th Apr. at 11 A.M.

YOKOHAMA ... JINSEN MARU ... FRIDAY, 13th Apr.

YOKOHAMA ... KATORI MARU ... SATURDAY, 28th Apr. at 11 A.M.

EASTBOUND NEW YORK LINE  
VIA PANAMA CANAL.  
(CARGO ONLY).

NEW YORK VIA MANILA, SAN FRANCISCO, PANAMA and COLON.

For Further Information, apply to—

NIPPON YUSEN KAISHA,  
MORI, Manager.

Telephone Nos. 292 and 297

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
PERSIA MARU	9,000 — 14 knots	WED, 18th Apr. 10.30 A.M.
KOREA MARU	18,000 — 18 knots	SATUR. 28th April
SIBERIA MARU	18,000 — 18 knots	SATUR. 12th May
TENYO MARU	23,000 — 21 knots	WED. 23rd May
NIPPON MARU	11,000 — 15 knots	TUES. 5th June
SHINYO MARU	22,000 — 21 knots	TUES. 19th June

FIRST CLASS TO LONDON G\$348 (£71.10.0) RETURN G\$609 (£122).  
" " " " SAN FRANCISCO G\$2.50 " " G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.  
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and Trans-Siberian Railway.  
Passengers may Travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, Agent,  
King's Building.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.

SERVICE TO AND FROM EUROPE.

Ports of Call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

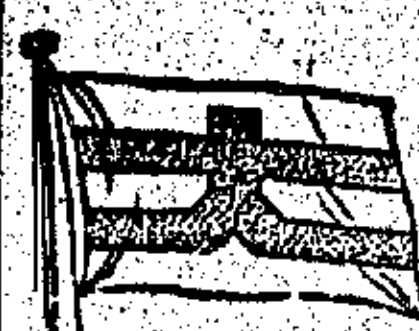
For SHANGHAI, KOBE AND YOKOHAMA ...

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.  
Return Tickets to Europe available two years.  
Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

Telephone 740.

P. THOMAS, Agent,  
Queen's Building.



## O. S. K.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line. For VICTORIA, SEATTLE and TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"HAWAII MARU" ... THURSDAY, 12th Apr. at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamai, Keelung and Anping, Takao, via Swatow and Amoy.

"KAJO MARU" ... SUNDAY, 8th Apr. at Noon.  
"YOSHIN MARU" ... THURSDAY, 10th Apr. at 8 A.M.  
"SOSHU MARU" ... THURSDAY, 12th Apr. at 8 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 78 will be fixed.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,  
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

All Steamers fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are on board.

For further particulars apply to

GIBB, LIVINGSTON & CO.,  
Agents.



